




Washington State Transportation Framework Partnerships Across The State

Project Status Reports 2003 Catalog

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Tami's Status Report
Steering Committee Meeting

December 8, 2003

Because of the holidays there isn't a lot to report however, there was a very good meeting in Portland on November 3 to move forward on the WA-Trans -Oregon data model.

Attending the meeting from our steering committee was Jennifer Sorenson. Additionally attendees from the WSDOT Rail Office, WSDOT Aviation Office, Washington State Ferries Terminal Engineering Office, and then the WSDOT Freight Strategies and Policy Office. There was also a representative from the ODOT Rail office. The business rules for the All Roads Data Model were covered. A key to the model is that a road segment is defined based upon end-points, begin-points and agreement-points. A new business rule that will be added is that agreement-points will be established between different modes one area they intersect at one grade.

Another area that has required extensive discussion is how to handle aviation and ferry terminals, which, include polygons, points and lines. It depends on the business needs are trying to me and it greatly affects the complexity of the data model. After much discussion with the steering committee members participating in the data modeling it was decided that roads and runways and other direct transportation related features that are linear should be part of the data model but terminal buildings, boundaries, and so forth should be part of the cadastral framework or some other data structure, possibly structures. I discussed this at some length with Chad Brady, the ODOT Data Modeler, and he is going to make the changes to the data model as discussed. Once he is done that, I will send out the updated model, and we will set up another meeting to go through it.

I am working with Jacque Whaley to revise the web site. We will be including new PDF catalogs. This should make looking at documents less cumbersome. It will be ready sometime in January.

We have to new partners. They are the City of Milton and the City of Auburn. Emily Terrell, of the City of Auburn, will be joining us on the steering committee. Patricia Paul, of the to Tulalip Tribes, has taken a new job as a legislative analyst. Terri Strandberg will continue to participate. However, since they are short a person in the office she will not be a blue attend meetings for while.

Our next meeting is January 26 from 9 a.m. to 2 p.m. in Shoreline at the WSDOT NW Region. Video-conferencing will be available.

Status as of November 17, 2003

It has been quite a while since I have done a status report for all partners. I am going to commit to doing those every other month. You can expect the next report in mid-January. I am cutting back the partner meetings because we are moving towards doing pilot projects and I think as we do that a status report is more appropriate than a meeting. If you have any concerns about that please let me know.

Partner Group Meetings and News

The next partner meeting is Tuesday March 2, 2004 in Olympia and the Transportation Building in Room 22F (The Shamen Room). Video conferencing will be available with prior arrangement. I will send out notices, as we get closer.

We meet again on September 7, 2004 from 9 a.m. to noon. At that time I will announce the 2005 meetings.

New Partners

The following groups have agreed to be partners:

- City of Auburn,
- Indian Health Services,
- The Lummi Nation,
- The Statewide Information Coordination Consortium,
- Washington Department of Corrections,
- Washington Department of Social and Health Services.

Steering Committee Meetings and News

The Steering Committee has continued to meet every six weeks. A great deal of work has been accomplished. The participation in the steering committee has changed as well.

No Longer Participating

- Carrie Wolfe – Carrie is no longer the Framework Coordinator,
- Dale Guenther – The Regional Ecosystem Office has reorganized,
- Nancy Tubbs – Nancy will be working strictly with Oregon.
- Lisa Stuebing – Mason County decided that they couldn't afford the time required for Lisa's participation

New Participants.

- City of Auburn – actual participant not identified yet,
- Sam Bardelson – Sam is replacing Nancy Tubbs as the USGS Washington Liaison,
- Tony Hartrich – Quinault Indian Nation,
- Jennifer Sorensen – Lummi Nation,

We are looking for a west-side county government representative to replace Lisa Stuebing's participation as well as someone to replace Dale Guenther with the U.S. Forest Service. Please contact Tami Griffin if you have a desire to join the steering committee.

The steering committee has worked very hard on determining the data model for WA-Trans and is developing standards. Additionally working is being done to define high-level requirements for software utilities to support WA-Trans. Please see the deliverables section for more information.

Project Deliverables

Pilot Projects Planned

Puget Sound Pilot Proposal – This proposal involves several different partnerships. Participants could include: Sound Transit, Puget Sound Regional Council, The National Map, and possibly Department of Social Health Services (testing the final product to geocode daycare centers). The geographic area proposed includes King, Kitsap, Pierce and Snohomish Counties. The data partners include: King County Metro, Kitsap County, Pierce County, Snohomish Counties and WSDOT. We have had two meetings to discuss this and have gotten some information from Sound Transit regarding what they need for this to be useful to them. We are waiting to conclude work on a data model before we start planning this pilot in detail. This proposal relies upon in-kind resources to develop the pilot.

Oregon – Washington Cross-Border Pilot Proposal – This proposal relies on a pooled research funding provided by the Federal Government through ODOT and WSDOT. We are working with the Research Directors from both organizations in an effort to develop a proposal that can be funded. Since it uses research money there is less interest in actual data integration than in software tools that will facilitate data integration and long-term maintenance. Thus that is a key feature of this proposal. The geographic area proposed for the pilot has changes as a result of meeting with the Research Directors from both agencies. The following describes the pilot as the proposal is being written:

Phase I

- The geographic area covers data integration from Benton and Walla Walla Counties in Washington and Morrow and Umatilla Counties in Oregon. This includes partnering with the Confederated Tribes of the Umatilla Indian Reservation.
- Software research and development includes a universal translator for data and tools for downloading and

viewing transportation framework data.

Phase II

- The geographic area covers data integration from Clark and Cowlitz Counties in Washington and Columbia and Multnomah Counties in Oregon.
- Software research and development includes tools to assist with data integration and data quality evaluation as well as tools to assist with maintenance.

The proposal for the pilot and related funding is currently being written.

Data Model – After looking at the various transportation models of the Geospatial One Stop effort and the IRICC Roads Standard as well the Oregon All-Roads data model, the Oregon All-Roads data model has been selected as the basis for the WA-Trans data model. The evaluation process, performed by Puget Sound Regional Council GIS, involved evaluating the model's ability to support meeting identified WA-Trans Business Needs. A matrix was developed to support this. Since Washington needs a multi-modal model in order to work on the Puget Sound Pilot Proposal Oregon was approached regarding extending the data model to make it multi-modal. They were excited about our interest and agreed to partner with us in extending the model.

On November 3 there was a meeting in Portland that included the ODOT data modeler and other people involved in the developing the All-Roads model. Washington attendees included: Sam Bardelson, USGS, Michelle Blake, WSDOT GIS Data Steward; Tami Griffin, WA-Trans Project Manager; Gordon Kennedy, WSDOT Manager of IT data modelers; Nicole McIntosh, Washington State Ferries representative; Jeff Schultz, WSDOT Rail Division; John Shambaugh, WSDOT Aviation Division; Gloria Skinner, WSDOT Freight Strategy and Policy; and Jennifer Sorenson, Lummi Nation. Additionally Roland Behee of Community Transit and Jerry Harless of the Puget Sound Regional Council have agreed to work on the data model. At the meeting requirements were gathered for extending the data model to other modes. The goal is to have a model completed that will work for both states as soon as possible.

Please see http://www.wsdot.wa.gov/mapsdata/TransFramework/WA-Trans%20Partner%20Status%2009-16-2003_files/frame.htm for details regarding the Oregon All-Roads data model.

Standards - The steering committee is working to develop standards that will be used for the pilot projects. It is not anticipated that the standards be more detailed than required for pilots and it is anticipated that pilots will refine and add to those standards. Some standards information follows:

- Metadata Standards – Start with ISB Standard, which include WAGIC Basic and Working Level Subsets. For more information on these standards see: <http://www.wa.gov/dis/portfolio/#GITstandardformetadata>,
- Feature Identification Code – Use FHWA and other related coding schemes,
- LRS – Three kinds identified
 - Route, Milepost
 - Address Ranges,

- Distance from Intersection.
- Address Scheme – based on Oregon All-Roads model,
- Coordinate Systems – ISB Standards for Horizontal Datum and Coordinate System (see <http://www.wa.gov/dis/portfolio/-GITstandardsforhorizontaldatum>),
- Projection - ISB Standards for Horizontal Datum and Coordinate System,
- Resolution and Accuracy Targets – This is still being determined. We are going to identify target accuracy. We will very likely have a rural target and an urban target and a forest roads target. Accuracy targets will be based on identified business needs,
- Global Position Systems – GPS standards will be based on Data Collection using GPS, GPS for a moving target (ex. Automatic Vehicle Location (AVL)), and GPS for Geocoding.
- Networking – It is unlikely that WA-Trans will actually have networking (dispatch) associated with it, but it must be able to be used in after-market software that will produce a network. Standards are being defined to support this. This is also a key consideration in the All-Roads data model.
- Coordination with other frameworks – The Framework Management Group (FMG) will begin discussing this issue in the December meeting. However, it is identified as deliverable in the WA-Trans plans.
- Coordination with Federal Standards – Another identified deliverable. The All-Roads model can support the Geospatial One Stop Roads standards.

High Level Specifications of Software Tools to Support WA-Trans – The following utilities were identified for supporting WA-Trans. It is expected that pilot efforts will refined the requirements for these however; the steering committee is currently working on high-level specifications (requirements) for development of these utilities:

- Security – WA-Trans is data is publicly available. However, to support some business needs (E-911) it may be necessary to facilitate support of exchange and integration of some data needed which is private or tribal data and not covered under public disclosure laws. If this is included there will need to be a security systems for WA-Trans.
- Access for view and download of WA-Trans data – This is still being defined. However, some key points have already been decided. They include providing links back to original data providers, and including ADA considerations in designing a site used for this purpose. Geospatial One Stop Portal may provide some assistance with this.
- Access for maintenance – The Hydrography Framework model was considered and to some degree rejected for this. The business model for transportation is very different. It was agreed that the tool must support receiving and translating updated data and replacing each segment or a complete set of segments for a particular road authority or data provider.
- Translation – This tool is a key component to a successful WA-Trans. It is being defined if possible to be “universal”. This kind of translator would be programmed to create the translation on the fly and then save the

successful version and facilitate easy update of format changes.

- Integration – Integration software would assist with edge matching and defining which line work may be “moved” when they don’t meet.
- QA/QC – This software would automate quality checking as much as possible.

Pilot Planning - This includes the planning, scheduling and resource allocation portions of the pilot and then managing the pilots. This is particularly important as it is possible that more than one pilot will be occurring in the same timeframe. These include: defining scope, roles, responsibilities, and skills, deliverables, work breakdown structure, business needs targeted, measurements of success and test planning, communication planning, change management and issue management. A pilot communication plan with change management and issue management is currently under development. A pilot project template work breakdown structure is also being developed.

Data Sharing Agreements, Licensing and Disclaimers for WA-Trans Data - There were three separate categories identified with WA-Trans data:

Tier 1. Public Transportation Framework Data – This is data provided by public entities subject to public disclosure laws, to make publicly available with disclaimer (to be determined later) based on the policy identified below.

Tier 2. Private data – various options for how we handle this. Maybe we have this hosted by a private entity using WA-Trans formats and translators. Or maybe it is an “on-demand” for previously agreed upon conditions, to be destroyed when the conditions ends. We need legal advice on this.

Tier 3. Getting data from various providers for WA-Trans. Not a one-size fits all proposition and various agreements will have to be negotiated and entertained.

The following policy statement was agreed to regarding Public Transportation Framework Data (Tier 1):

It is the policy of WA-TRANS that the data received from any state or local agency, and thence contained in the Transportation Framework, are public records and shall be disclosed in good faith to the public in accordance with the Public Disclosure Act (PDA), Chapter 42.17 RCW, unless such disclosure would otherwise be prohibited by law.

Tami will be working the WSDOT Assistant Attorney General to determine what could be done for Tier 2 and Tier 3. This will be done based upon a description of the various issues associated with this data that is currently under development.

Communication Activities

- Attended the Tribal Technology Visioning Conference in Ocean Shores. Met with several GIS staff from tribes and attended the GIS Track.
- Attended the WA-URISA conference and participated in a presentation WAGIC gave on Partnerships.
- Presented on WA-Trans at a Tribal Transportation Symposium at the North Bend, Oregon. The Lummi Nation became a participant as a result of that meeting. The Skagit Tribe expressed interest in participating.
- Presented on WA-Trans to the Statewide Information Coordination Consortium. Received a very supportive response and some contact information.
- Presented on WA-Trans at a NW Tribal GIS Users Group Meeting in Tulalip. A very interested group attended. The Indian Health Services became a partner.
- Presentation to new WDOT executives. As a result of reorganization, the Geographic Services Office, where the project is managed from is under a new division. This presentation was very detailed and gained support.

Additionally completing a WA-Trans pilot is being considered as a strategic initiative for the agency. If consideration becomes reality it will involve WSDOT more significantly in WA-Trans.

- Attended National URISA Conference in Atlanta, GA. As result of attending a final national meeting on NSDI, now working on a committee involved in strategizing collaboration, coordination and coordination with local and state governments.

October 27, 2003

The serious work on the data model begins November 3. We have got participants from Washington State Ferries, WSDOT Rail Office, WSDOT Aviation Division, and the WSDOT GIS Data Steward in addition to those who are working on this from the steering committee. We may also have a freight representative but I am not sure yet.

We had a meeting in Portland with the Oregon Transportation Framework people and the Research Director from ODOT as well as WSDOT's research director. We received support for the concept but they made some changes to the scoping and geographic areas of the pilot. Here is the agreed scope for each phase:

Phase I

- The geographic area covers data integration from Benton and Walla Walla Counties in Washington and Morrow and Umatilla Counties in Oregon. This includes partnering with the Confederated Tribes of the Umatilla Indian Reservation.
- Software research and development includes a universal translator for data and tools for downloading and viewing transportation framework data.

Phase II

- The geographic area covers data integration from Clark and Cowlitz Counties in Washington and Columbia and Multnomah Counties in Oregon.
- Software research and development includes tools to assist with data integration and data quality evaluation as well as tools to assist with maintenance.

The Puget Sound pilot is on hold until we have a data model and are able to move forward. However, at the last partner meeting Curtis Mack, the GIS manager for the Department of Social and Health Services proposed testing some geocoding for the pilot. He is interested in locating day care centers in the region. This would provide us with a test of our highest priority business need.

I presented to the NW Tribal GIS Users Group in late September. I was able to meet a couple of partners with whom I had only corresponded by e-mail. Additionally the Indian Health Services has become a partner. I was also able to make contact with several tribes I had not been able to contact previously.

I attended the National URISA Conference in Atlanta, GA last week. I attended a workshop on E-Government, where issues of the Freedom of Information Act were presented as well as several other topics. I also attended a demonstration of the Geospatial One Stop Portal presented by Jack Dangermond and Hank Garie, the Executive Director of Geospatial One Stop. Hank gave me a contact in the USDOT who is interested in finding states to do pilots with. This portal has real possibilities and we may want to research becoming a "sub" portal ourselves. They are interested in providing incentives to get participation and this is at all levels.

At the end of the conference I attended a meeting of the "Give and Take: National Programs . . . Local Implementation" task force. This group includes Tom Conry, GIS Manager of Fairfax County, VA; Susan Johnson, City of Charlotte, NC; Cy Smith, OGIC Coordinator, OR; Michael Domaratz, USGS National Map; David Moyer, National Geodetic Survey, NOAA; Tim Trainor, Chief, National Geographic Partnerships, US Census Bureau; and Zoric Nedovic-Budic, University of Illinois@ Urbana-Champaign. They are committee to developing NSDI through

October 27, 2003

partnerships at all levels. There is more momentum in Washington D.C. than ever before. They are looking at homeland security implications of data as well. Michael Domaratz gave a terrific presentation on considerations for making data publicly available post 9/11. The themes and ideas the group is working with include:

- Collaboration, Cooperation and Coordination (aka. three 'C's; horizontal and vertical with equal treatment of all players);
- Roles and Responsibilities (leadership, oversight, guidance, control);
- Finances (leveraging and aligning resources, building local capacity, avoiding unfounded mandates);
- Access (by various users/ communities; private, public and non-profits)
- Standards (recognizing different user needs and purposes; focused on product specifications instead of methods).

I agreed to participate on the 3 C's group. This was an open forum and I used the opportunity to express the need to determine and illustrate the value of participation at all levels. I also supported Cy Smith's comments that local government gets tired of getting multiple requests for the same data from multiple federal agencies and the desire that they work through one contact point.

If anyone wants more information on this effort contact me and I will put you in touch.

Our next meeting is December 8 from 9 a.m. to 2 p.m. in Olympia at the WSDOT HQ in room 2F22. Video-conferencing will be available.

September 15, 2003

The big news since our last meeting is the work I have been doing with Oregon on two different but related efforts. The first is our data model. Oregon has agreed to partner with us in extending the data model. After some discussion with them they feel the existing model may cover many of the areas we didn't think it would. So I am going to be setting a meeting with our "modeling team" and theirs for one day, probably in Portland, to go over the model carefully and determine what it will do and what it won't do. I need to bring to that meeting someone with:

- Ferry data knowledge,
- Rail data knowledge,
- Aviation data knowledge,
- Freight data knowledge,
- Roland can represent transit.

So if you know someone with that knowledge who may be interested please let me know. In the meantime I will work through WSDOT sources. I hope to have the meeting scheduled by the end of the month. After that meeting Chad Brady, ODOT data modeler will work on the model some more. We will decide what other meetings we need at the end of that meeting and set them up then. I will provide transportation from Olympia (maybe Tacoma) to that meeting.

The second big thing we are working on together is to get funding for a Washington, Oregon pilot. We now know that both our research directors (ODOT and WSDOT) are supportive of our efforts. We also know that we need to try to include Idaho, at a minimum to increase our chances of funding. So we are now working on a pilot that starts at Walla Walla County and Umatilla County and extends east into Idaho. We will also try to add Benton County Washington. We will include development of various software utilities to support maintenance, QA/QC and data integration in the scope. It would be a phased implementation. We (the WA-Trans Steering Committee) will review the proposed WBS at this meeting.

I met with FHWA about their participation in the project. I didn't get anywhere regarding funding as they let the states have most of the control of the funds. However, they did agree to attend the partner meetings again.

I attended a demonstration of the application for Sex Offenders that the Department of Corrections had. The application was very interesting and they are really in need of coordination regarding data collection, data standards and street centerline and addresses. They are very interested in WA-Trans and have been added to the partner list. At the same time I was able to contact someone from DSHS and solicit their involvement. We do need to become a resource for geocoding for the state.

I attended a WSDOT Statewide GIS Users Group meeting in Wenatchee and presented on WA-Trans. Several regional people from the Wenatchee office indicated a big interest. They are already working with several counties to get their data and using it in a variety of ways. Both the real estate office and planning office indicated a strong interest.

By the time we meet I will have presented on WA-Trans to the next executives, which I work under. That happens Thursday afternoon. We hope to gauge their support for helping us find funding and resources. I have one piece of good news to share. Completing a WA-Trans pilot has been proposed as a WSDOT strategic objective for the biennium! If this objective is adopted that puts real teeth behind it.

Tami's Status Report
Steering Committee Meeting

September 15, 2003

I am pursuing a couple of efforts to do cost benefit analysis for WSDOT involvement in WA-Trans. First I am going to work with a planner up in Seattle who is working on big regional projects. I hope to work closely with him to be able to identify exactly where and how WA-Trans would be used, what it would save them if it were available and what new things could be done with it. I am also hoping to work with some people in WSDOT North Central Region (headquartered in Wenatchee) on some other types of cost benefit analysis.

As announced in the last status I am presenting at the Tribal GIS Users Group meeting on Thursday the 18th.

The Regional Ecosystem Office has been reorganized and Dale Guenther has been reassigned. He will no longer be in the steering committee. He does not have a replacement contact for us. If anyone has any contacts within the Forest Service or the REO that we could talk to about replacing Dale, please share that with me.

Our next meeting is October 27 from 9 a.m. to 2 p.m. in Seattle at the offices of the Puget Sound Regional Council. There will be no video conferencing at the October meeting. The one following that is December 8 in Olympia and video-conferencing will be available.

Tami's Status Report
Steering Committee Meeting

August 4, 2003

I spent much of the time since we last met on vacation but there still are some things to report.

I am following up with Leni Oman (WSDOT Director of Research) regarding a pooled funding opportunity to pursue a two state pilot project using Walla Walla County in Washington and Umatilla County in Oregon. She just sent me the materials to apply and informed me there is money for that! So I will be developing that request, with the help of Dennis Scofield from ODOT.

Jerry Harless held a meeting at Puget Sound Regional Council (PSRC) in Seattle regarding the pilot we are organizing with Sound Transit and PSRC. He invited Ed McCormack from the University of Washington's TRAC office that works closely with the Intelligent Transportation Systems Office at WSDOT. They are working on GPS on freight. Right now it is in early stages so they aren't ready for a data source we could provide. Eventually they may be. However, they offered to share their data if it would help us check our alignment and accuracy. They have trucks driving all over. We are still working with Sound Transit on scope. I did get some copies of GIS initiatives that the various transit organizations that work with Sound Transit developed. Roland may be able to provide more information on that.

I followed up with Elmira Forner on the Transportation Commission. She has given me a contact in the Environmental Permit Streamlining process that could help me determine if WA-Trans will be useful for that. If so she feels I could present to the Commission and getting funding would be easier. I will follow up on that.

I presented on WA-Trans to the Legislative Evaluation and Accountability Program's Statewide Information Coordination Consortium. They are proposing a pilot with transportation data and see WA-Trans as a possible mechanism for combining disparate data to answer questions. This effort is geared at the public and policy-makers. They are looking at funding through non-profit organizations and are applying to the PEW Trust for a contribution. They were very supportive, saw the implications immediately and want us to stay in touch and see if we can pursue joint funding. Lori Bame, who is facilitating the effort is meeting with Doug MacDonald next week and has promised to discuss the linkage! She is working with various county executives and has some high-level political support.

I have a meeting scheduled with Dave Leighow of FHWA in Olympia on August 7. I am going to try to reengage them and see if they can assist with funding and grants. The person I originally spoke with told me there was funding opportunities, however he has not been supportive since. George Spencer is scheduling a meeting with our next executives to explain WA-Trans and get support for funding and resources in WSDOT. This meeting should take place fairly soon.

I am scheduled to attend the September 18 Tribal GIS Users Group meeting at Tulalip. I will be presenting on WA-Trans. I will appreciate any help I can get on that presentation with tribal participants in WA-Trans! I hope we can work together on it and you can present with me if you would like.

On a sad note (for us, not for her) Carrie Wolfe is no longer participating with framework. She is no longer the Framework Coordinator, but is now the WA DNR data steward. She will participate in that role, but she won't be able to help on the steering committee. I will really miss her assistance!

Our next meeting is September 15 in Tacoma at the Pierce County GIS office. The one after that is October 27 in Seattle at the PSRC office. Neither of these meetings will have video-conferencing available so please try to make arrangements to attend in person! We are getting into some very important decisions.

June 23, 2003

I attended the WA URISA conference and saw many of you there and some good presentations some of you gave! I participated in a presentation WAGIC gave on Partnerships and shared a few slides about WA-Trans. I also had an opportunity to touch base with King County people working on T-Net and they were interested and supportive of the proposed pilot we are considering with Sound Transit, Puget Sound Regional Council and The National Map. They are also interested in how we will work out data sharing agreements.

George Spencer and I met with Leni Oman, who is WSDOT Director of Research. She discussed several possible sources for funding. Many of them require applying during a particular process and time for funding and we have missed that window. However, there are other opportunities that we could take advantage of. I will be investigating these. We are pursuing the opportunity of using "pooled funding" to pay for a pilot with Oregon (one county in each state). More about this will be discussed at the meeting. I am pursuing this with Dennis Scofield of ODOT.

I was asked to present at a Tribal Transportation Symposium in North Bend, Oregon June 11 on WA-Trans and specifically on tribal business needs for WA-Trans and to invite participation. As a result of this I was able to add the Lummi tribe to the partners and possibly a couple of others and have a lead on a possible route to some funding that I will explore early next month.

Another benefit of having attended that conference is that a member of the Washington Transportation Commission attended and I was able to speak with her at breakfast in some detail about the project. She expressed some interest and was willing to try to help me get an opportunity to present to the commission. In order to do this I have to have more information about cost-benefits of the project and where we are missing opportunities by not doing it. She is particularly interested in seeing if we can use WA-Trans to assist with the environmental permitting streamline process they are working on. I will need to explore that further. Any ideas or advice would be appreciated.

I will be able to get a resource (half time or more) from my office to assist with a pilot project. Once we have a scope, schedule, roles and responsibilities defined I can determine what skill set is needed and request it. Combined with other resources it should help.

I met with Laurie Bame of the Legislative Evaluation and Accountability Program who is working on the Statewide Information Coordination Consortium. She went to Washington D.C. and spoke with people high up in FHWA and OMB and received support for their efforts. They are proposing a pilot with transportation data and see WA-Trans as a possible mechanism for combining disparate data to answer questions. This effort is geared at the public and policy-makers. They are looking at funding through non-profit organizations and are applying to the PEW Trust for a contribution. She and I are going to continue to meet and I am going to present about WA-Trans at a meeting of the Consortium in August. She is working with various county executives and has some high-level political support. This may be an avenue for us to get visibility and support at that level.

I spent a week in training in object oriented analysis and design and UML. It was very interesting and now I feel equipped to read those GeoSpatial One-Stop models!

Tami's Status Report
Steering Committee Meeting

May 12, 2003

I gave a presentation to WSDOT executives on April 1 that went very well. Several of the executives sent representatives that didn't have the authority to do much so that was disappointing. However, one is in charge of planning and program management and understands the money side of things very well. He has a great deal of authority. He was very supportive and has agreed to speak with the Secretary McDonald and Assistant Secretary John Conrad in an effort to get agency support and funding. He is also very aware of the process of getting federal funding and has agreed to assist. He has made success in WA-Trans a performance expectation for Geographic Services where I work (he is George Spencer's boss) so he is behind us.

I also found out that we are on the WSDOT "short-list" of projects, which they are forwarding to the federal government for a Senate appropriation. I have asked for money for a pilot in the NW Region (WSDOT region). The business case is based on WSDOT business needs. It had to be to get support. Getting on this list is the first hurdle and we will see what happens next.

I have asked for a part time technical resource to work as a representative on the technical team and to advise me regarding the more technical aspects of the project. I have asked that they have the following qualifications:

- Knowledge of GIS
- Knowledge of LRS
- Knowledge of data design and GIS
- Ability to do some analysis and problem solving.

It looks like I will get this support although exactly what form it will take is not yet determined. It is assumed that when we actually start a pilot this will change to someone who can integrate data.

George and I met with Rich Ybarra who is the new WSDOT representative to the GIT and discussed WA-Trans with him.

Jerry Harless and I met with Nick Marquardt of Sound Transit. Nick was very interested in our proposal of partnering with us in a pilot to integrate data for some of his business needs. He understood that we need to meet more than just his business needs with such a pilot. I showed him the pilot objectives we have defined to date. He has to share this information with some transit technical partners that he works with (representing transit organizations in King, Pierce and Snohomish Counties). He and I will talk again Friday and I hope to have more information for you at our meeting.

George and I also met with Leni Oman who is the head of the Research Office at WSDOT. We discussed funding for pilots as research efforts and she felt that pilots fitted that but any proposal we make needs to be couched in fairly technical terms and not so much in terms of data sharing agreements. Unfortunately the application process is a long one and doesn't begin again for another year. However she suggested that is possible to investigate a "pooled" project which uses research dollars from various state DOTs and becomes a multi-state effort. This may work well with Oregon for a pilot across the border. Additionally Leni is going to check into some other sources of research money for us.

I am on my way to a Tribal Technology Visioning Conference to share about our project. I will be leaving May 7 and returning May 9.

I am also participating in a panel discussion with WAGIC on partnerships at the upcoming WA URISA conference in Seattle. I will be briefly covering WA-Trans.

Status as of April 10, 2003

A lot is happening with the WA-Trans Project and here are some highlights.

Partner Group Meetings and News

The next partner meeting is Tuesday June 10, 2003 in Olympia and the Transportation Building in Room 22F (The Shamen Room). Video conferencing will be available with prior arrangement. I will send out notices, as we get closer.

We have also moved the date of the December meeting due to a conflict with WAGIC. The meeting will now be held on Wednesday December 3, 2003.

New Partners

The following groups have agreed to be partners: Cities of Kennewick, Pasco, and Walla Walla; Benton, Franklin, Kitsap Counties; Skamania Counties Sheriff's Office (E-911), Quinault Indian Nation, and the Yakima Valley Council of Governments.

Steering Committee Meeting and News

The steering committee met March 31 in Seattle. They have begun working on identifying pilot opportunities. We are exploring an opportunity to do a pilot, which would be used by Sound Transit and Puget Sound Regional Council. In order to make sure that any pilot meets all the objectives the group feels are critical and doesn't get too focused on a limited set of business needs we are in the process of developing pilot objectives. It is expected that we will do more than one pilot.

The steering committee has completed prioritizing the business needs and is finalizing identification of data needed to meet the business needs. We are now trying to determine what data is out there. We will begin with what Wendy Hawley can provide us from the Bureau of Census and what the National Map finds out. Then we can also look at another federal effort that is taking place with Geospatial One-Stop. Only after we have exhausted all those options will we actually contact people. We also need more identification of multi-modal data providers?

Communication Activities

I have attended a couple of meeting with the USGS, who is having some personnel changes. I met with Nancy Tubbs and Vicki Lukas in Ellensburg. Vicki is the new NW Geographic Services Chief, replacing Gene Thorley. She reconfirmed USGS commitment to WA-Trans. I also attended a meeting of the National Map implementation for the Puget Sound area in Seattle facilitated by Puget Sound Regional Council. Four counties and state agencies attended it. They will be putting together a Liaison Committee that I will be involved in. They are trying to implement and server as many as 7 layers in a 9 county region within the next year. They hope to use data directly form local servers. There may be pilot opportunities in the future. A lot of issues were raised which may be similar to some we will have. These included trying to figure out what can be bartered for local participation and what can be done for locals who use funds raised from selling data to offset potential revenue losses by the data being available in the National Map.

I attended the Winter GIS Conference at the Olympia Natural Resource Center in Forks. Carrie Wolfe and I presented about framework in general and transportation framework in particular. They are very interested in framework.

I met with Lori Bame of the Legislative Evaluation and Accountability Program (LEAP). She is leading a consortium working on the "Statewide Information Coordination Initiative". It is based on the concept that data is collected in various jurisdictions that needs to be made to be useful to the "enterprise" (the whole state). They want to figure out ways to facilitate combining data for decision making and leveraging our existing investments more wisely. Sounds familiar doesn't it? Lori was pleased to see an ongoing project that is so aligned with what she is working on and funding and other opportunities may arise from that.

Ron Cihon, from WSDOT, and I went to Spokane in mid-March and attended a statewide E-911 and MSAG Coordinators Meeting in Spokane. We presented about the need to share data and build statewide data sets for

emergency management. I presented about WA-Trans and how it was an effort to specifically develop such a thing. The response was generally positive and they are supportive of the concept. Ron is trying to get them to send him boundary information so he can put together a layer for the Washington State Patrol CAD system and share it with everyone.

I attended a meeting of the GIS Retreat held by the TriCounty Workforce Council to discuss development of a GIS to support economic data and related transportation data for Kittitas, Klickitat, and Yakima Counties. I recommended that they work through their local data providers but told them I would be interested if they saw opportunities that would involve combining the data for a pilot project that we might be able to help with.

George Spencer and I gave a presentation to WSDOT executives regarding WA-Trans. These included the heads of Highways and Local Programs, Planning and Capitol Program Management, Aviation, Public Transportation and Rail, Environmental Affairs, Traffic Operations, and the Tribal Liaison Office or their delegates. The goal was to educate them and set the stage for them to prioritize the project higher for funding opportunities. The meeting went very well and there was a promise to communicate information about the project to Doug MacDonald, the Secretary of Transportation.

George and I are also meeting with the Assistant Secretary for Finance and Administration, who is now WSDOT's representative on the GIT (Geographic Information Technology Subcommittee to the Information Services Board). We will bring him up to speed on WA-Trans as well.

Project Deliverables

Business Needs Specification - This document is being used for the Requirements Specifications process. This document has grown some in recent weeks and will likely grow again shortly. The latest version has an executive summary added to the front with 101 business needs is on our web site and you are encouraged to go look at it. The steering committee is very close to having prioritized all the business needs that are identified. Then we will begin defining a specific scope for the project, pilot and first implementation and developing some more detailed requirements where needed.

Requirements Specifications - These will be developed based on the data needed and available and the scope defined from the business needs. Additionally security and other software needs should be identified at this point. We have prioritized the business needs and are identifying data that is available.

Pilot Objectives - A set of pilot objectives are being developed so we can make sure that pilot opportunities will benefit the project as a whole and will lead us towards meeting the business needs that have been identified.

Work Plan - The work plan is complete through Phase I to the satisfaction of the steering committee. A baseline will be added to track against for phase I. Work is underway to better define pilots in Phase II.

Risk Assessment - An executive summary was added to the front of this document. As a result of feedback the document has been changed to show progress where use of the mitigation strategies is underway and a process will be added to change the risk exposure based upon those efforts. Please see the latest version on our web site.

Communication Plan - A formal communication plan will be developed upon completion of the I-Plan.

Implementation Plan (I-Plan). - This plan has been released and an update will be completed early May.

**Tami's Status Report
Steering Committee Meeting
March 31, 2003**

We have added several new partners since our last meeting. They are: Cities of Kennewick, Pasco, and Walla Walla; Benton, Franklin, Kitsap Counties; Skamania Counties Sheriff's Office (E-911), Rayonier (Timber Company), Quinault Indian Nation, and the Yakima Valley Council of Governments.

I have attended a couple of meeting with the USGS, who is having some personnel changes. I met with Nancy Tubbs and Vicki Lukas in Ellensburg. Vicki is the new NW Geographic Services Chief, replacing Gene Thorley. She reconfirmed USGS commitment to WA-Trans. I also attended a meeting of the National Map implementation for the Puget Sound area in Seattle facilitated by Puget Sound Regional Council. Four counties and state agencies attended it. They will be putting together a Liaison Committee that I will be involved in. They are trying to implement and server as many as 7 layers in a 9 county region within the next year. They hope to use data directly form local servers. There may be pilot opportunities in the future. A lot of issues were raised which may be similar to some we will have. These included trying to figure out what can be bartered for local participation and what can be done for locals who use funds raised from selling data to offset potential revenue losses by the data being available in the National Map.

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I met with Lori Bame of the Legislative Evaluation and Accountability Program (LEAP). She is leading a consortium working on the "Statewide Information Coordination Initiative". It is based on the concept that data is collected in various jurisdictions that needs to be made to be useful to the "enterprise" (the whole state). They want to figure out ways to facilitate combining data for decision making and leveraging our existing investments more wisely. Sounds familiar doesn't it? Lori was pleased to see an ongoing project that is so aligned with what she is working on and funding and other opportunities may arise from that.

Ron Cihon, from WSDOT, and I went to Spokane last week and attended a statewide E-911 and MSAG Coordinators Meeting in Spokane. We presented about the need to share data and build statewide data sets for emergency management. I presented about WA-Trans and how it was an effort to specifically develop such a thing. The response was generally positive and they are supportive of the concept. Ron is trying to get them to send him boundary information so he can put together a layer for the Washington State Patrol CAD system and share it with everyone.

While I was presenting in Spokane, Carrie Wolfe and Jacque Whaley were ably running the partner meeting for me. One thing that came out of that is that the Census Bureau will allow us to get their data from the inventory they did. Additionally USGS will be doing an inventory (maybe initially focused on the Puget Sound region?) that could help us in our quest for data information. Once that is done we could develop an online survey (Jacque can do that) and then only call people when we have exhausted all other options. That way we won't be calling the same people twice. That may slow down our data gathering a bit, but it should make it easier and less intrusive.

I attended a meeting of the GIS Retreat held by the TriCounty Workforce Council to discuss development of a GIS to support economic data and related transportation data for Kittitas, Klickitat, and Yakima Counties. I recommended that they work through their local data

Tami's Status Report
Steering Committee Meeting
March 31, 2003

providers but told them I would be interested if they saw opportunities that would involve combining the data for a pilot project that we might be able to help with.

I am preparing for a meeting with WSDOT executives regarding WA-Trans. These include the heads of Highways and Local Programs, Planning and Capitol Program Management, Aviation, Public Transportation and Rail, Environmental Affairs, Traffic Operations, Tribal Liaison Office, and the Assistant Secretary of Finance and Administration. Right now my goal is to educate them and set the stage for them to prioritize the project higher for funding opportunities. The Assistant Secretary for Finance and Administration is now WSDOTs representative on the GIT (Geographic Information Technology Subcommittee to the Information Services Board).

I will be taking a family vacation from April 10 – April 20 and then will be in training all the next week so if you don't hear from me be patient!

Status at the beginning of 2003

Even with the holidays during the last couple of months, it has been very busy for the WA-Trans project. We are working hard to locate funding opportunities, act on them, finish the business needs assessment then move the project forward.

Partner Group Meetings and News

The next Partner Group meeting will be on **March 13, 2003**. It will be from 9:00 a.m. – noon at the Transportation Building in Olympia. The address is: 310 Maple Park Room F22. **Video conferencing will be available in** Shoreline, Vancouver, Wenatchee, Yakima and Spokane at the WSDOT regional headquarters offices (**prior** notice to the appropriate WSDOT regional headquarters office is required). We can also facilitate outside conference networks with advanced notice and provide the information needed about the facility. The meeting will feature Wendy Hawley from the U.S. Bureau of Census presenting on the Census TIGER/MAF Modernization project and how it relates to WA-Trans.

New Partners

The WA-Trans project welcomes the following groups as new partners: the Whatcom Council of Government (COG), Benton-Franklin COG and the Bureau of Indian Affairs.

Grant Strike Team Update

A team has been formed to begin work on looking for grant opportunities and working on grant proposals. The following people have agreed to work on this effort, lead by Lisa Stuebing of Mason County: Jennifer Coate, Weston Solutions; Nancy Tubbs, USGS; Carrie Wolfe, WA DNR; Dave Wolfer, WA DNR and Jacque Whaley of WSDOT. **We are still looking for more volunteers to participate on this team.** We expect people to spend around five hours a month on this effort. It would be good if we could have non-steering committee member participating in this effort. The meetings can be attended by phone or videoconference if needed and the work exchanged by e-mail. Please contact Griffit@wsdot.wa.gov or <mailto:ls@co.mason.wa.us>.

Administrative Assistance Found

We are very fortunate that the WSDOT Geographic Services Office has agreed to fund a ¼ time administrative assistant for the project. Jacque Whaley of WSDOT Photogrammetry Office will begin working on the project shortly. She is already familiar with it as she built the new website! She has very good skills and will be a real boost! She may occasionally be contacting you, but in general Tami will remain the main point of contact.

Steering Committee Meeting and News

The Steering Committee met January 6 in Olympia. New member Patricia Paul of the Tulalip Tribes was introduced to the committee. Time was spent assessing the process of prioritizing business needs using the application Pierce County developed. The group is also beginning the process of entering data that they have statewide. Once this is done we will need to have partners begin looking at adding their data information in the new application. At this point 89 types of data have been identified as being needed to meet the business need. It looks like there may be some key layers that will meet most of the business needs. Pierce County is working on a report to facilitate this process.

Jerry Harless of Puget Sound Regional Council is working with the USGS National Map Pilot in the Seattle, Tacoma area and has suggested combining that pilot with the WA-Trans pilot. We are in the process of looking into this possibility.

The group decided it was time to start looking at partnerships with private companies, particularly where there may be a possibility of funding assistance. Suggestions included Boeing, GDT, Dominoes Pizza, Fed Ex and UPS where there are large delivery routes.

The steering committee is planning on meeting with Oregon Transportation Framework Implementation Team Representatives in early May to look at their data model and consider if it will work for Washington. By then we should have a clearer idea of our data needs.

Communication Activities

1. George Spencer and Tami met with Paula Hammond, WSDOT Chief of Staff. She is also the WSDOT representative for the GIS Subcommittee of the Information Services Board for Washington State Government. The goal of the meeting was to bring Paula up to date on what we were doing with WA-Trans and why we were doing it. Paula was very supportive and suggested a presentation to her direct reports to see if there were possibilities for funding. Prior to doing that she asked that we find out what WSDOT is already investing in getting and sharing data and how WA-Trans could save that money. We are getting feedback from many users of GIS both directly and indirectly across the agency.
2. Tami is meeting with people from Benton and Franklin Counties and cities and other groups in the area in late February to try to elicit more involvement and input into WA-Trans. Special thanks to Brian Malley of the Benton-Franklin COG for his assistance in setting this up!
3. The Olympic Natural Resource Center is having a "Winter GIS Conference" in Forks, WA. and Tami will give a presentation on WA-Trans. That presentation will follow Carrie Wolfe's presentation on Washington framework efforts in general.

Project Deliverables

Business Needs Specification – This document is being used for the Requirements Specifications process. This document has grown some in recent weeks and will likely grow again shortly. The latest version has an executive summary added to the front with 94 business needs. It is on our web site and you are encouraged to review it. The steering committee is very close to having all the identified business needs prioritized. We will begin defining a specific scope for the project, pilot and first implementation then developing more detailed requirements where needed.

Requirements Specifications – These will be developed based on the data needed, the data available and the scope defined from the business needs. Additionally security and other software needs should be identified at this point.

Work Plan - The work plan is complete through Phase I to the satisfaction of the steering committee. A baseline will be added for tracking additional Phases. Work is underway to better define pilots in Phase II.

Risk Assessment – An executive summary was added to the front of this document. As a result of feedback the document has been changed to show progress where use of the mitigation strategies is underway and a process will be added to change the risk exposure based upon those efforts. Please see the latest version on our web site.

Communication Plan – A formal communication plan will be developed upon completion of the Implementation Plan (I-Plan).

Implementation Plan (I-Plan). - The Federal Government is asking states seeking funding for geospatial framework type projects to develop a state I-Plan. This plan defines existing investments and deficiencies of the current “model” and then further defines the response to those deficiencies and cost of that response. We must also determine funding strategies and data stewardship issues. The first draft of this plan is almost complete for the transportation framework. It is partly a documentation of our strategies to address some of these questions. Further information about this will be shared at the March Partners meeting.

Status Outline – SC Meeting January 6, 2003

Partner Meeting –

- Presented status to FMG Meeting. Very interested and positive feedback on Pierce County application and other efforts.
- Feedback on risk assessment document – Dave Wolfer suggested organizing risk by category and provided some draft categories. Tami reorganized document based on those categories. Also added executive summary.
- Change in status of National Map Pilot - **Nancy**
- Announced formation of Grant Strike Team lead by **Lisa** – people who agreed to participate are: Nancy Tubbs (writing grants), Carrie Wolfe, Dave Wolfer, and Jennifer Coate.

Other efforts –

- Very good results on tribal outreach. Now have Jamestown S’Klallam, Makah, Muckleshoot, Samish, Stillaguamish, Tulalip.
- Met with Port of Seattle. Mostly airport. They are looking at how to set up an enterprise GIS. I was able to get a contact in the business area and will contact him by end of month. Will try to get a “freight” related one from him.
- Attended meeting in Vancouver regarding Federal needs of “framework” like data. Difficult to get them to agree to what they need. They are trying to meet deadlines and any data that is “inconsistent” seems to be of concern. But Dale is moving ahead with seeing if they can get funding to contract out a PNW version of roads at 24K for short term use. I asked about maintenance and they think it is important but “will worry about it later”.
- Met with WA Dept. of Military – various groups including emergency management, military, E-911, etc. I will follow up with some contacts later.
- Presented to MPO/RTPO/WSDOT Combined meeting. Very well received. Concerns expressed about maintenance. Watcom COG called and has been added to partners as a result. Lewis County also has been added to partners.
- I spoke with Joe Bonga who is Chief of Roads for BIA NW Region. They don’t have Internet so I sent him several documents and will have another call with him on Jan. 17. Hope to get them involved at the partner level.
- Ian and I are meeting with Bob Oennings of E-911 this afternoon.
- Meeting with Paula Hammond moved to Wednesday.